

APPROPRIATE SHOW RAILWAY DISORDER

Fairfax County Judge Asked to Take Action.

DEMAND GRAND JURY INQUIRY

Expose of The Washington Herald Fully Corroborated in Sworn Statements Made by Citizens Who Live Along the Line of Road and Are Compelled to Travel Over It.

Patrons of the Washington, Arlington and Falls Church Railway Company are pleased at the exposure of conditions that exist on the night cars that leave Washington from the station at Pennsylvania avenue and Twelfth street.

Judge J. B. Thornton, of Manassas, Va., has been asked to bring the matter to the attention of the Fairfax County grand jury in a letter, in part, as follows:

"Attached hereto you will find an article appearing in the Evening Star, of Washington; affidavit of the undersigned, together with affidavits from prominent citizens of Fairfax County, personally known to me, which explain themselves.

"You are respectfully urged to give these papers most serious and careful consideration, and to bring the facts set forth therein prominently before the grand jury over which shortly you are to preside, and which it is understood will be called together Monday, the 15th instant, in Alexandria County, to the end that the unlawful practices, riots, the dangers to life, &c., may be brought to a speedy termination by the employment of such stern and vigorous measures through the medium of your honor and of the grand jury as will forever put to rest a state of affairs that is a reproach to the county of Alexandria and the State of Virginia."

Attached to the letter are affidavits of the following citizens: William H. Lynch, Talbot Lynch, Edward Ballinger, E. C. Hough, F. H. Poston, and Phil D. Poston. These affidavits contain statements which fully corroborate the exposure published in The Washington Herald on Monday last. One of the affidavits reads in part as follows:

"That during his two years' residence in the village of Falls Church there have been many cases of disorderly conduct on the part of drunken passengers, both whites and negroes, which conduct has often endangered the lives of the respectable and law-abiding citizens and visitors in the community, who are, through necessity, forced to travel on the road aforesaid, and that, with an occasional exception, such disorderly conduct is a violation of the laws of the State have been permitted by the employees of the said railway company to go unchallenged—although such employees are by law officers of the State, whose duty it is to maintain law and order on the cars or trains to which they are assigned."

"Passengers in Fight."

"That the disorders, such as fights between white and negro passengers, most of whom are usually filled with a cheap grade of liquor obtained in Washington; fights among the white passengers, the throwing of rocks through the cars, the use of language vulgar and obscene in the extreme, loud and boisterous talking, splitting promiscuously upon the floors (a violation of the laws of Virginia and of the District of Columbia), drunken passengers and others are made sick by reason of almost an entire lack of ventilation during the cold season, and by the poisonous and sickening air breathed and rebreathed over and over by this collection of humanity, packed in a car often to the number of 80 and 100, usually on Saturday night, though not always confined thereto."

"That some months ago, while a passenger on the midnight car leaving the Twelfth street station, there were on said car, among other passengers, three drunken negroes, one man and two women, whose vile and boisterous talk was permitted by the conductor, although there were aboard a lady and other white passengers and a number of respectable and orderly negroes. The conductor was requested by the passengers three times to maintain order and protect his passengers, which he refused to do. The State law requiring the separation of the races was in this instance violated in that said negroes were permitted to occupy seats in the middle of the car, and far in advance of several white passengers."

"That on or about December 19 last on the midnight car from Twelfth street a riot occurred on the car between whites and blacks, during which an attempt was made by the latter to drag a white passenger from the car."

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senger from the rear platform, and the fight being terminated by one of the negroes throwing a large stone through the rear vestibule window and striking the driver of the car with terrific force; that during the fight the conductor (an officer of the law, whose duty it is to protect his passengers) hid behind the door. During this trip the aisle was filled with drunken, boisterous men, and no effort was made to remedy the situation or to preserve that degree of order that would have rendered such a riot very improbable.

Carried a Drunken Man.

"That, near the middle of February of the present year, the conductor on the midnight car from Twelfth street, assisted by a passenger, literally carried a drunken white man from the sidewalk into the car. That the latter was in a semi-conscious state, unable to walk, stand, or talk. That upon arriving at one of the stations in Virginia the conductor, assisted by a passenger, with considerable effort, carried said drunken passenger from the car, and, upon the suggestion of the conductor, were going to lay him on a bench on the station platform, where he would have remained from 1 o'clock midnight until 5 or 6 o'clock in the morning, had not the dependent and one other passenger taken him in charge and actually carried him to his home. The night was cold, and the man was utterly helpless, and in his state would no doubt have frozen to death before morning. On the car just mentioned were several drunken soldiers from Fort Myer. Upon arriving at Hatfield Station it required three soldiers to remove one of their drunken comrades from the car.

"That respectable citizens along the line of the railway aforesaid will not permit ladies of their households, though escorted by such citizens, to patronize the late Saturday night cars for the reasons set forth herein.

"That the conditions specified in this affidavit placed before the officials of the Falls Church Railway in writing three months ago, and that nothing was or has been done to remedy the evil, which is a blot upon the good name of the State of Virginia, and a reflection upon its law-abiding and respectable citizens, both white and black, a menace to life, and a state of affairs that will seriously reduce property values along the line of the said railway."

Fairmont, W. Va.—Messrs. Law and Pack, of New York, the former a lawyer and the latter a banker, and Messrs. Manning and Traction Company, and the latter his attorney, were in Fairmont this week, consulting with stockholders about plans for the early completion of the line from Farmington to Flagg Meadows.

Unit as Principal of Romney Institution, It Is Alleged.

Joint Legislative Committee Is Called Upon for Its Report by West Virginia House.

Special to The Washington Herald.

Charleston, W. Va., Feb. 13.—Charges of unfitness preferred by Delegate H. B. Gilkeson, of Hampshire County, on the floor of the house this morning, against J. T. Rucker, principal for the School for Deaf and Blind Children; at Romney, do not come within the scope of the work of the former joint legislative investigating committee.

Mr. Gilkeson, therefore, will be unable to obtain any information from that committee, and his resolution, which was adopted by the house this morning, calling on the committee for any facts it may have, will fail of its purpose. The text of the resolution reads:

"Whereas, H. B. Gilkeson, the member of this house from the County of Hampshire, now charges that J. T. Rucker, the principal for the School for the Deaf and Blind Children of the State, is an unfit person for that position, and that fact is well known to the committee appointed by the legislature of 1907, to visit the institution of the State; and

"Whereas, it is deemed it proper that it know from that committee the facts and its conclusions touching that matter, in order that such action may be taken as may be proper for the best interests for those schools and of those children; and

"Whereas there has been and is extraordinary delay in the report of that committee, and its resolution, be it

"Resolved, That the said committee be, and it is hereby, requested to report to the house without further delay its findings and conclusion as to the fitness of J. T. Rucker for said position."

In speaking to the resolution, Mr. Gilkeson said that when it leaked out that Rucker had come to Charleston, and had told many stories, among other things, that his friends would see that he was not investigated.

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Distressed Bark Towed to Port.

Norfolk, Va., Feb. 13.—The United States revenue cutter Onondaga, passed in the Virginia cays early to-day, towing the bark Matanzas, Capt. Merce, lumber laden, from Fernandina, Fla., to Philadelphia. The Matanzas suffered in the recent gale off the North Carolina coast, and for two days was in distress off Hatteras before the Onondaga took her in tow yesterday afternoon for Norfolk. A survey will be held on the Matanzas at once.

Hardy Has Rugs in Cell.

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Driven from Hotel in Night Clothes.

Wilson, N. C., Feb. 13.—At 2 o'clock this morning fire broke out in the furnace room of the New Briggs Hotel. The sixty guests were aroused by the proprietor and admonished not to be frightened, that they had ample time to get out. The smoke was dense and filled the corridors to almost suffocation. In their hurry to escape, many left the building in their night clothes.

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NEWS OF THE CAROLINAS, MARYLAND, AND VIRGINIA POLITICAL AND OTHERWISE

Postmasters were appointed yesterday as follows: West Virginia, Mingo, Randolph County, Edwin L. Hall; Sewell, Fayette County, Charles A. Middelburg; Yukon, McDowell County, James B. Johnson.

Huntington, W. Va.—Capt. John Wall, conductor on the Norfolk and Western Railroad, was killed in a collision with a freight train. He was forty-five years old, and had been in the service of the Norfolk and Western twenty years. His remains will be shipped to Virginia for burial.

Clarkburg, W. Va.—At a special meeting of stockholders of the Morgantown and Dunkard Valley Railroad Company, at Morgantown, an order was passed authorizing the board of directors to issue bonds for \$300,000. The proceeds will be used in the construction of a line through Monongalia County.

Grafton, W. Va.—The Taylor County Poultry and Pet Stock Association, at a meeting at Grafton, elected the following directors: W. H. Davis, John B. Cather, A. B. Corder, C. A. Dennis, I. M. Rinker, R. E. Blaney, Board of managers—C. G. Turner, Ed. R. Blaney, D. C. Pratt, W. L. Browning, president; Charles R. Durbin; vice president, C. L. Reynolds; secretary, W. L. Tibbets; treasurer, Dr. T. F. Lanham.

Pollansville, W. Va.—The holdings of the Ohio Realty Company, consisting of 400 acres of land above here, have been purchased by Cyrus Ferguson, the oil magnate of Holliday's Cove, for \$200,000. The oil wells on the land now produce 1,000 barrels a day.

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Contract for the work was let to Budgett & Queen. The rails have been ordered, and the substation just above Farmington is nearing completion. The machinery for the power house has arrived and is ready to be put into place.

Bristol, Va.—Edward H. Harrison, J. T. Hanrahan, and a party of railroad capitalists passed through Bristol Saturday morning on their way South. Mr. Harrison and his party will go direct from Bristol to Chattanooga on a special train, and thence over the Central of Georgia.

Parkersburg, W. Va.—A company, to be known as the Parkersburg Ice Company, has been organized to build a new ice and cold storage plant, to take the place of one destroyed by fire last summer. The plant will be erected within a short time. Prominent business men are behind the new company.

Glen White, W. Va.—The first shaft of the E. E. White Coal Company here, at a depth of 290 feet, penetrated a vein of coal 11 feet in thickness. A second shaft is sinking near the same vein.

Bluefield, W. Va.—The Bluestone Traction Company will install additional equipment in the power plant here, including a 60-horsepower engine, which will increase the street railway and the lighting capacity.

Williamson, W. Va.—Three new gas companies have been incorporated: the Interstate Natural Gas Company, with \$100,000 capital; the Triangle Oil Company, and the Roe Oil and Gas Company, with \$20,000 capital stock—all to operate in the West Virginia field. W. L. Black is prominently interested in the former, and Charleston and Williamson capital in the latter.

Bluefield, W. Va.—The W. H. Coffman Pocahontas Coal and Coke Company has been incorporated, with \$100,000 capital stock, by W. H. Coffman and others, the main office to be in Bluefield, while an office will also be maintained in Chicago.

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NEWS OF ALEXANDRIA

Large Crowd at Closing of Masonic Fair.

ATTEMPTS TO ROB A SAFE

Man Captured by Citizens, Afterward Arrested—Old Dominion Gas Company Gives Entertainment at Plant. Committee Appointed for Carnival. Fire Baking Company Chartered.

Alexandria News Agency, 605 King street, Alexandria, Va., authorized agents and carries for The Washington Herald. The Herald will be delivered daily and Sunday to any address in Alexandria for 25 cents a month.

WASHINGTON HERALD BUREAU, 605 King Street.

Alexandria, Va., Feb. 13.—ARMORY Hall was well filled to-night, the occasion being the closing of the big Masonic bazaar under the auspices of Alexandria-Washington Lodge of Masons. A record-breaking business was done and the hall presented a beautiful sight. Members of the Glass Blowers' Union, accompanied by Dennis Hay, national president of the association, attended. Practically all the prizes were awarded, with the exception of the motor boat.

An auction was held, and all of the goods remaining unsold were disposed of by Auctioneer Thomas Chaucery. When the doors closed at midnight practically every article in the hall had been sold. William Lewis Allen won the handsome Masonic award. He received 255 votes.

The money derived from the bazaar will be used as the preliminary fund for the erection of a temple to Washington, who was master of the local lodge. The committee in charge is being congratulated on its success.

While in the act of attempting to rob the safe in the undertaking establishment of Messrs. William Deming & Son, 317 of Messrs. William Deming & Son, twenty-eight years old, who says his home is in Baltimore, was caught by Windsor DeMaine shortly before 10 o'clock to-night. Mr. Demaine held McCauley until the arrival of Policeman Sherwood. The attempted robbery attracted a large crowd.

A large party, including many from Washington, was handsomely entertained at an oyster roast by the officers of the Old Dominion Gas Company at the company's plant last night. During the evening impromptu talks were made by George D. Hopkins, L. Woolford, George H. Schwarzman, of the glass company, and Messrs. Barry, Wagner, and Savage, of Washington.

Among the out-of-town guests were Mrs. George and daughter, of Cleveland, Ohio; Dennis Hay, of Philadelphia; Mr. and Mrs. Ward Savage, Mr. and Mrs. Berry, Mr. and Mrs. Webster, Mr. and Mrs. C. J. Morris, and daughter, Mr. and Mrs. Wagner, Mrs. Briel and daughters, Mr. and Mrs. Robbins, Capt. De Atley, Mr. and Mrs. O'Day, of Washington, and others.

These committees have been appointed to co-operate with the George Washington Association for the carnival to be held April 25-30 in connection with the dedication of the George Washington Park: Scepta Lodge, Odd Fellows, C. Armstrong, V. Peete, and Warren Zimmerman; Scosola Tribe, No. 1, Independent Order of Red Men, C. M. Schwab, chairman; A. J. Butcher, and J. A. Ewald.

The Flor Baking Company, of this city, has been granted a charter by the State corporation commission. F. M. Flor, president; N. R. Flor, vice president; W. A. Johnson, secretary and treasurer, all of Washington.

The marine railway at the shipyard at the foot of Franklin street will